

CALIFORNIA HIGH-SPEED RAIL UPDATE

**Greater Griffith Park
Neighborhood
Council**



December 2011

AGENDA

- 1. Project Overview**
- 2. Why High-Speed Rail**
- 3. Palmdale-Los Angeles section**
- 4. 2012 Business Plan**
- 5. How to Get Involved**

CALIFORNIA HIGH-SPEED TRAIN

State's Largest Public Infrastructure Project

- First phase of 520 miles; 800 miles when full system is realized
- Operating speeds up to 220 mph; 90-125 mph in urban areas
- 100% clean electric power
- Safely grade-separated
- Reliable, easy way to travel
- Creates jobs/strengthens economy



WHY WE NEED IT

Population Growth

- California's population now: 38 million. By 2050: 60 million

Mobility

- Economic power stems from the ability to move people and goods around the state
- Interconnectivity with existing transportation

Jobs

- 100,000 job-years over the next five years for initial construction
- 1.2 – 1.4 million job-years for Phase 1 construction
- 4,500 job-years for permanent operations
- 100,000-450,000 job-years for new non-HSR permanent jobs by 2040

Environment

- Increased transportation without increased air pollution
- Increased energy independence and decreased consumption of fossil fuels

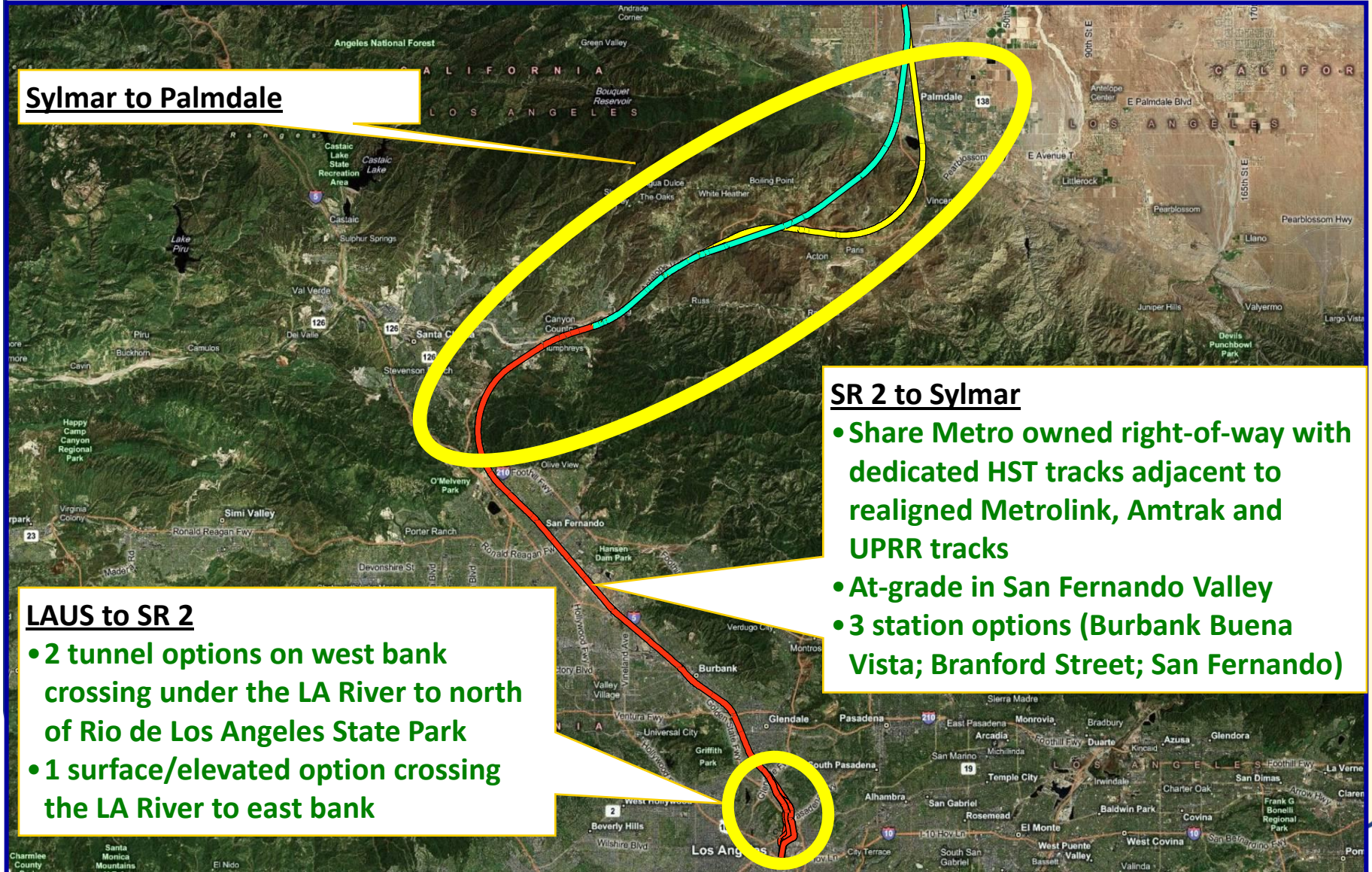


ADVANTAGE HSR

	\$78 – 98 billion	\$171 billion
	HSR	Business as Usual
Cost	✓	
Job creation – construction, permanent O&M, indirect	✓	✓
Private investment	✓	
Reduced auto use	✓	
Air quality improvement	✓	
Transit-oriented development	✓	
Feasibility	✓	
Safety	✓	
Reduced oil consumption	✓	
Travel time savings	✓	
Operations & maintenance costs	✓	

PALMDALE TO LOS ANGELES OVERVIEW

Sylmar to Palmdale



SR 2 to Sylmar

- Share Metro owned right-of-way with dedicated HST tracks adjacent to realigned Metrolink, Amtrak and UPRR tracks
- At-grade in San Fernando Valley
- 3 station options (Burbank Buena Vista; Branford Street; San Fernando)

LAUS to SR 2

- 2 tunnel options on west bank crossing under the LA River to north of Rio de Los Angeles State Park
- 1 surface/elevated option crossing the LA River to east bank

The map illustrates the proposed high-speed rail corridor through the Los Angeles basin. The route is shown as a red line connecting four key stations, each highlighted with a green circle and a callout box:

- San Fernando Station:** Located in the northern part of the map, near the San Fernando Valley.
- Branford Street Station:** Situated south of San Fernando, near the intersection of major roads.
- Burbank Buena Vista Station:** Located in the central part of the map, near Burbank.
- Los Angeles Union Station:** The southern terminus of the route, located in downtown Los Angeles.

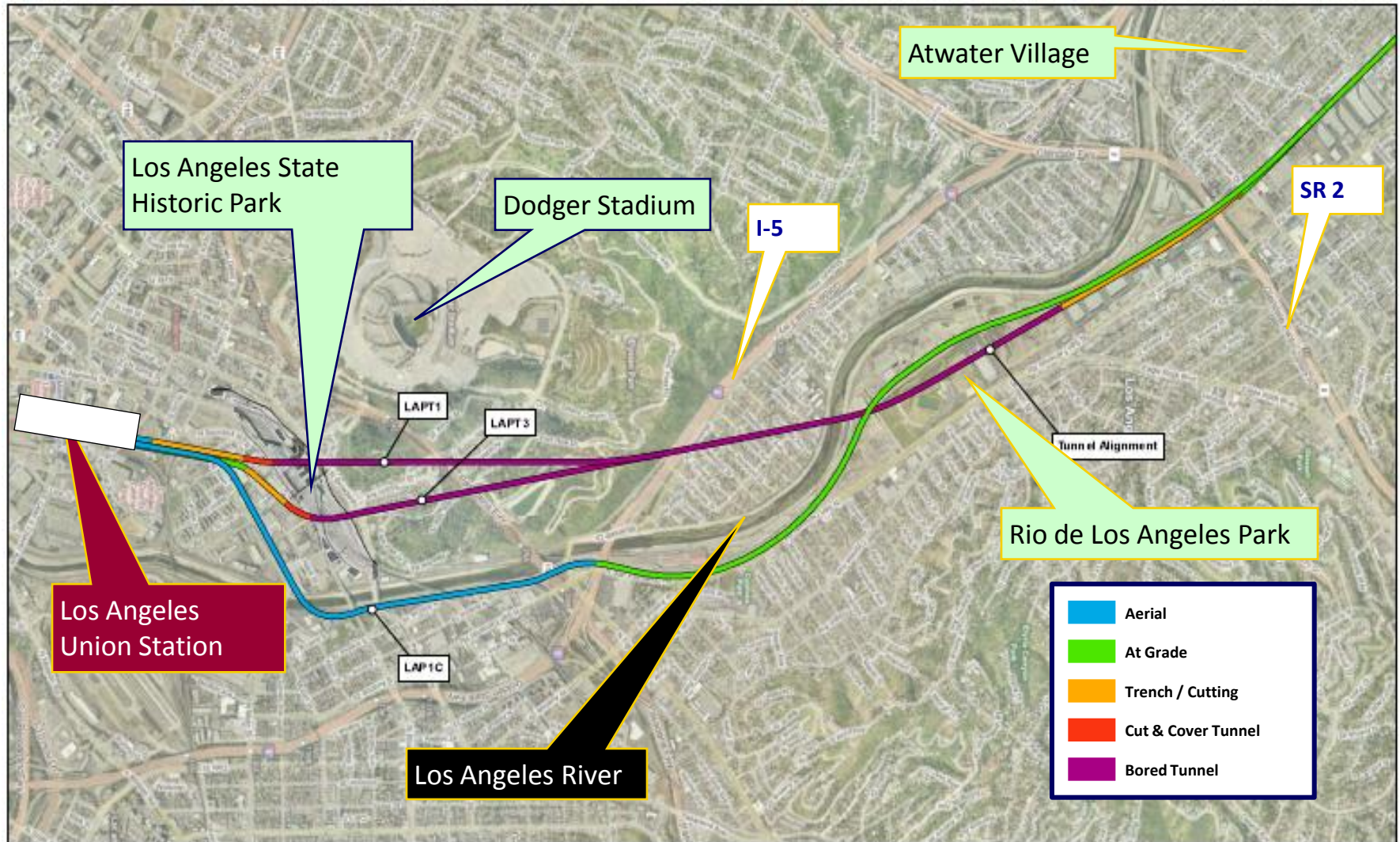
The map also shows the surrounding landscape, including mountains, parks, and urban areas. Major highways and local streets are labeled, providing a comprehensive view of the region's infrastructure.

Branford Street Station

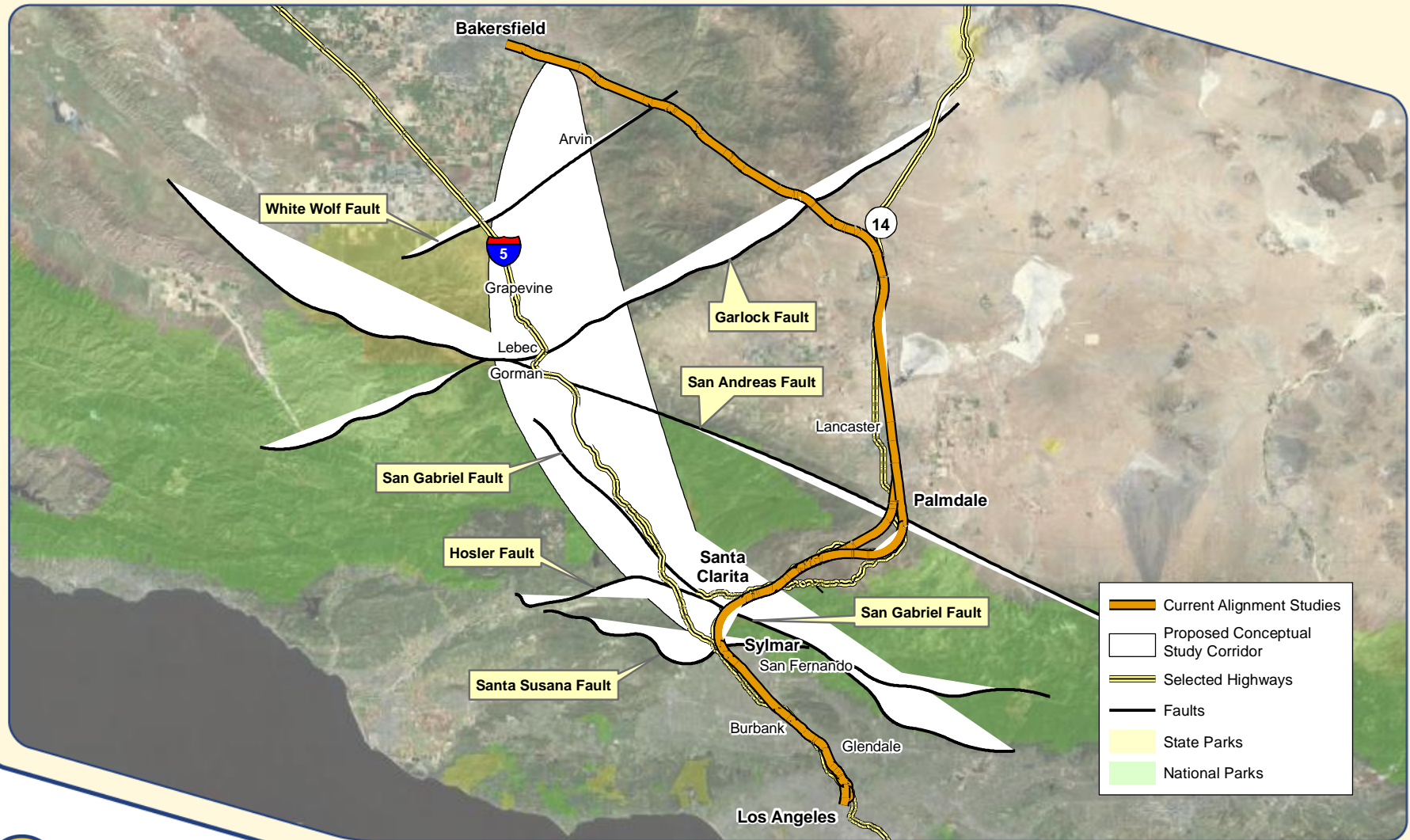
Burbank Buena Vista Station

Los Angeles Union Station

LAUS TO SR 2 ALIGNMENT ALTERNATIVES



CONCEPTUAL I-5 STUDY CORRIDOR



2012 BUSINESS PLAN

Approach:

- Phased implementation
- Blended operations
- Ridership and revenue projections
- Schedule

PHASING OF THE SYSTEM

Step 1 - Initial Construction Section

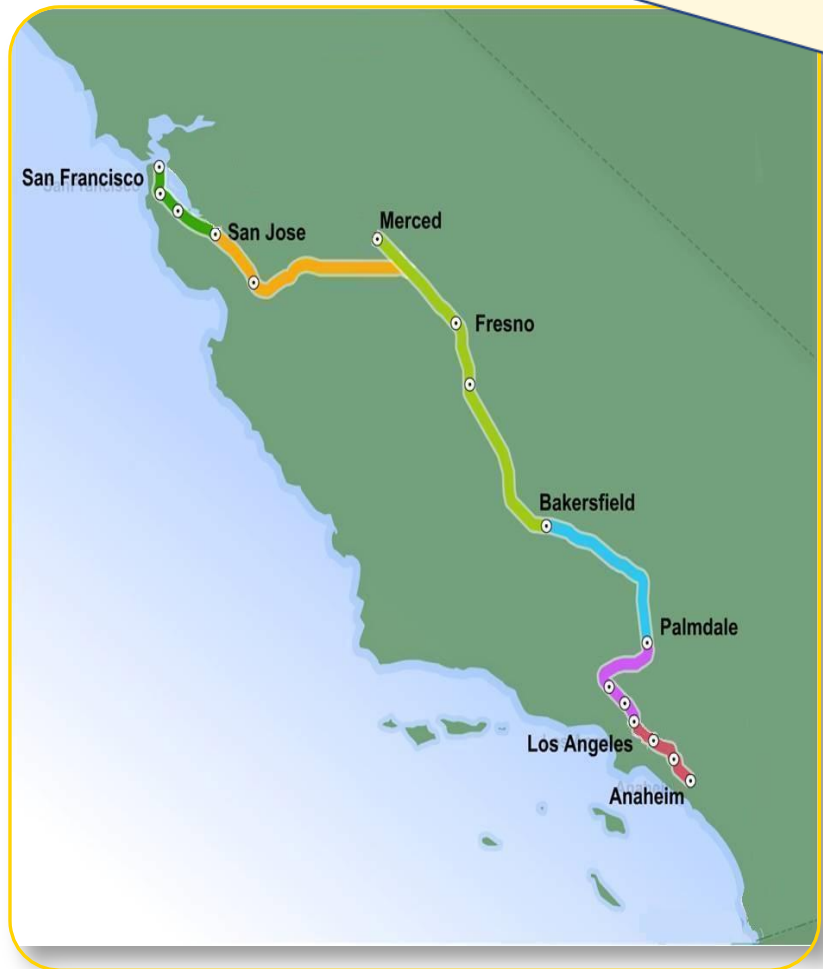
Step 2 – Initial Operating Section (N or S) / blended operations

Step 3 – Bay to Basin (B2B)

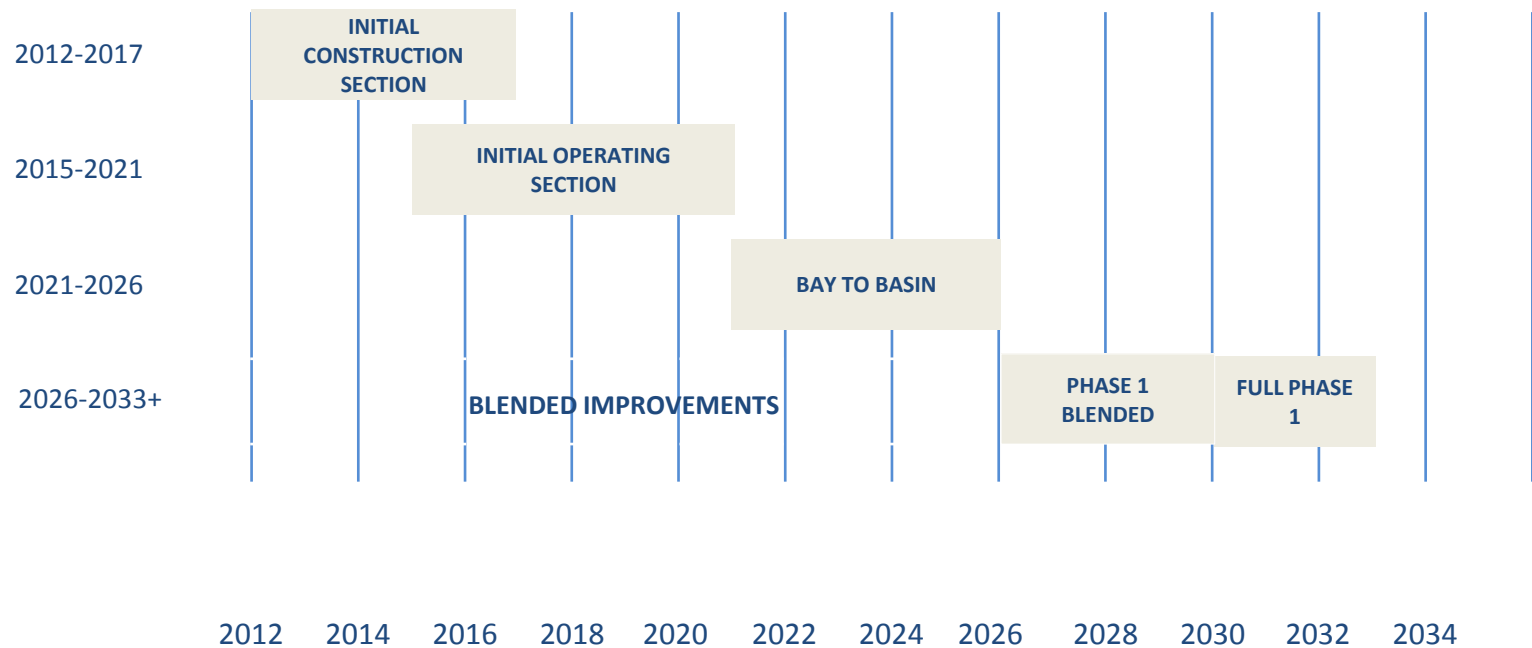
Step 4 – Phase 1 Blended

Step 5 – Phase 1/Full HSR

Step 6 – Phase 2



PHASED IMPLEMENTATION



STAYING UP TO SPEED

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